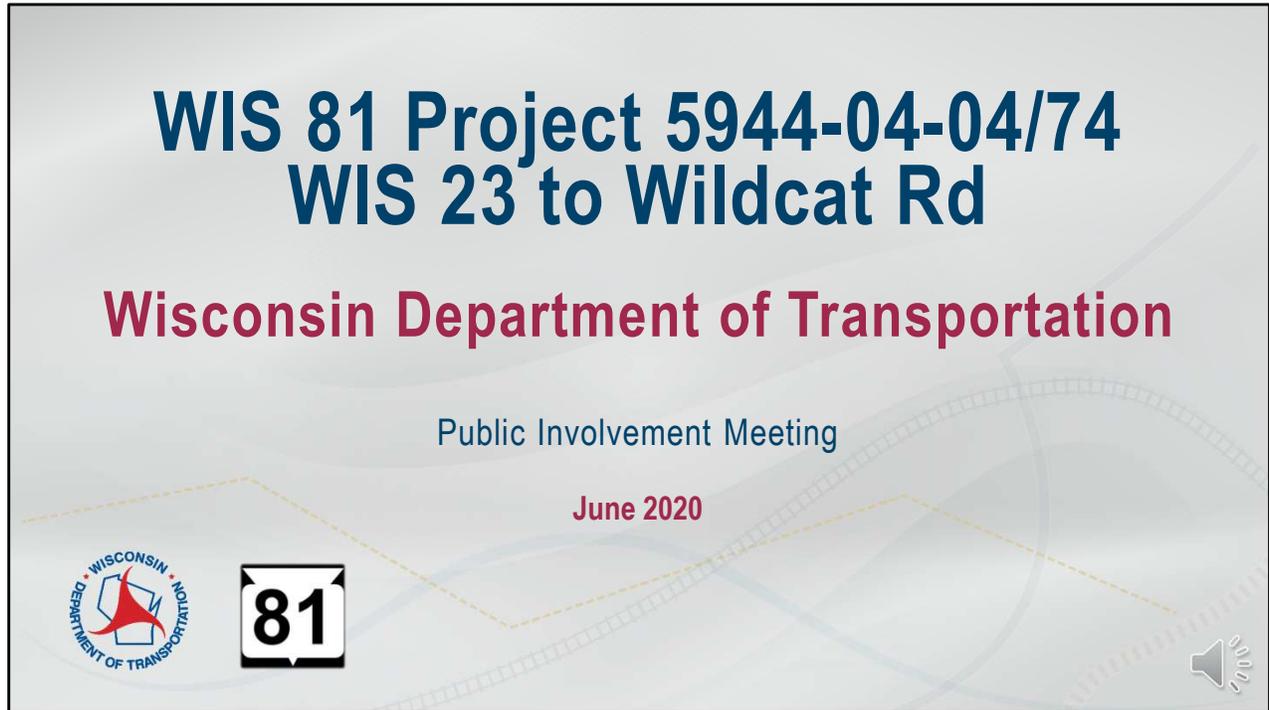


5944-04-04/74
WIS 81 – WIS 23 to Wildcat Road
Lafayette County



WIS 81 Project 5944-04-04/74
WIS 23 to Wildcat Rd

Wisconsin Department of Transportation

Public Involvement Meeting

June 2020



Welcome to the online public involvement meeting for **Project Design ID 5944-04-04** (construction ID 5944-04-74) along **Wisconsin Highway (WIS) 81** between WIS 23 and Wildcat Road in Lafayette County.

Who can I talk with about the project?

William Strobel, PE

WisDOT Project Development Supervisor

Mahesh Shrestha, PE

WisDOT Project Manager

Tammy Tucker, PE

CBS Squared, Inc.

Consultant Project Manager



Who can I talk with about the project?

This is a list of people who are working on this project. Their contact information will be on the last slide of this presentation, which will include their emails and phone numbers, as well as the address of the Wisconsin Department of Transportation Southwest Region Office in Madison. Feel free to contact them with any comments, questions, or concerns regarding this project.

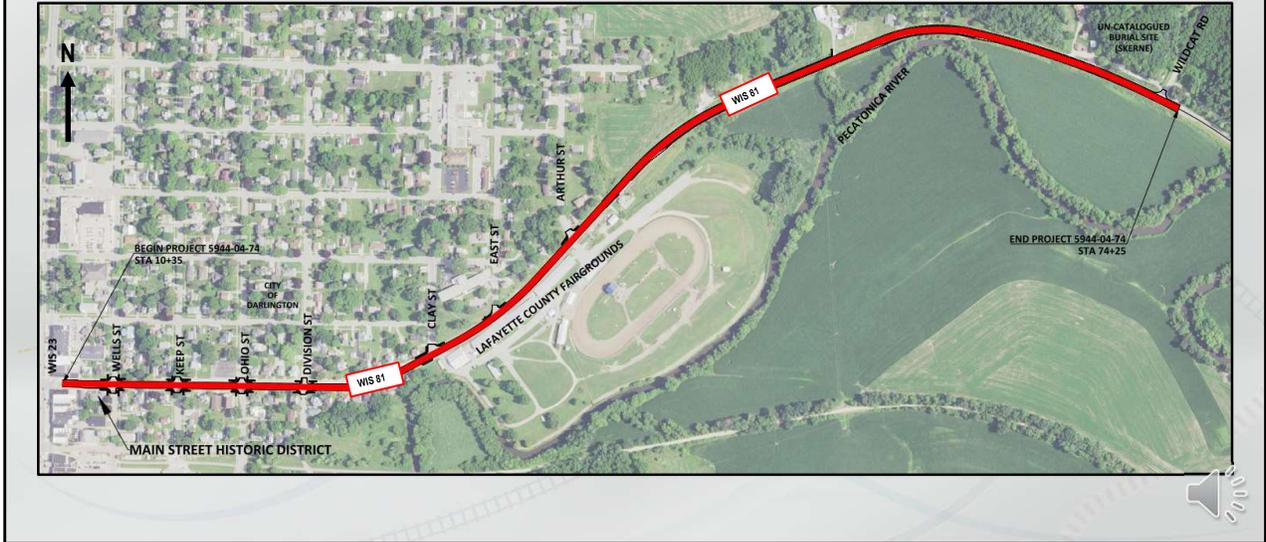
Presentation Agenda

- Project Limits
- Project Purpose & Need
- Design Overview
- Recent Activities
- Upcoming Schedule
- Contact Information



The presentation will follow the outline shown here. First discussing the project limits, second the purpose and need of the project, third the proposed design improvements, fourth the activities that have been completed thus far, fifth the next activities in the schedule, and finally ending with contact information.

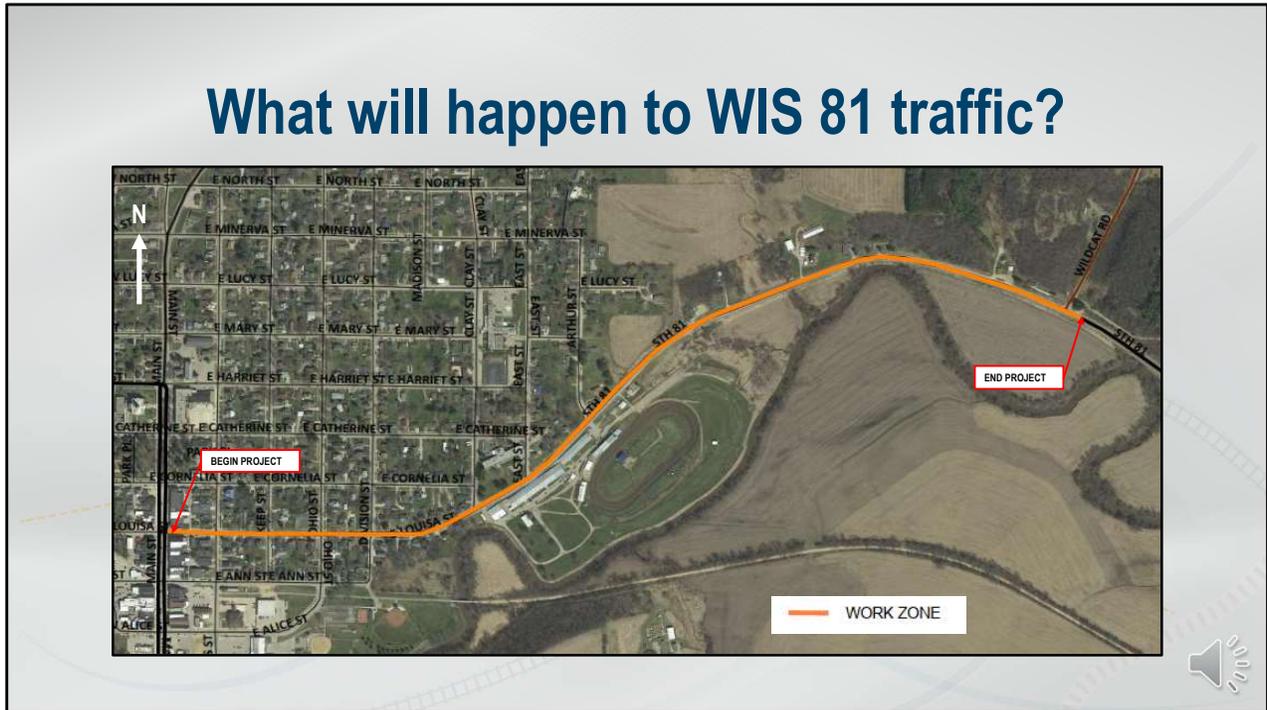
What are the project limits?



What are the project limits?

The proposed project begins at the Wisconsin Highway 23 / Wisconsin Highway 81 intersection and heads east for 1.2 miles to the Wildcat Road / Wisconsin Highway 81 intersection.

What will happen to WIS 81 traffic?



What will happen to WIS 81 traffic during construction?

The anticipated construction for Wisconsin 81 is currently scheduled to begin in 2026 with possible advancement of one or two years. During construction, WIS 81 will be open to two-way traffic. Shoulder closures will be needed for pedestrian curb ramp and guardrail improvements. Milling and paving operations will utilize one lane of traffic in each direction with flaggers. Motorists can expect to encounter flagging operations one city block at a time in the urban portion of the project and in the rural portion of the project flagging operations will take place between Arthur Street and Wildcat Road.

There will be short periods of time when construction operations are occurring directly in front of the driveways. During these short periods of time the property owner will need to park on a side street or use a secondary driveway if they have one. WisDOT will contact homeowners and businesses in advance before closing a driveway.

Why do we need this project?

Safety Concerns



ENERGY ABSORBING TERMINAL (EAT)



EXISTING END OF GUARDRAIL ON WIS 81



Why do we need this project?

One reason for the project is safety concerns. A safety concern for this project is the existing guardrail and guardrail end terminals. Some of the existing guardrail is substandard and has end terminals like the photo on the right. The existing guardrail will be replaced as necessary and the existing guardrail end terminals will be replaced with the Energy Absorbing Terminals, shown in the photo on the left, which are standard on all WisDOT projects now. The Energy Absorbing Terminals have proven to be safer in crash testing if a vehicle happens to leave the traveled way and strike the end of the guardrail section.

Why do we need this project?

Pavement Deterioration



Another reason we need the project is the pavement deterioration along WIS 81. The current pavement is deteriorating and has extensive cracking and rutting. The existing shoulder pavement is unraveling with large chunks of pavement removed in various areas. This pavement deterioration not only looks bad but also causes WIS 81 to have poor ride quality and presents safety concerns.

Why do we need this project?

Americans with Disabilities Act (ADA) Compliance



CROSSWALK AT THE WELLS STREET INTERSECTION
CROSSING WELLS STREET



CURB RAMP AT THE ARTHUR STREET INTERSECTION



Another reason we need this project is the curb ramps located in the city of Darlington are not up to Americans with Disabilities Act (ADA) Standards. The photo on the left is of a curb ramp at the Wells Street intersection and the photo on the right is of a curb ramp at the Arthur Street intersection. These photos highlight the inadequacy of the curb ramps along WIS 81.

What improvements are proposed?



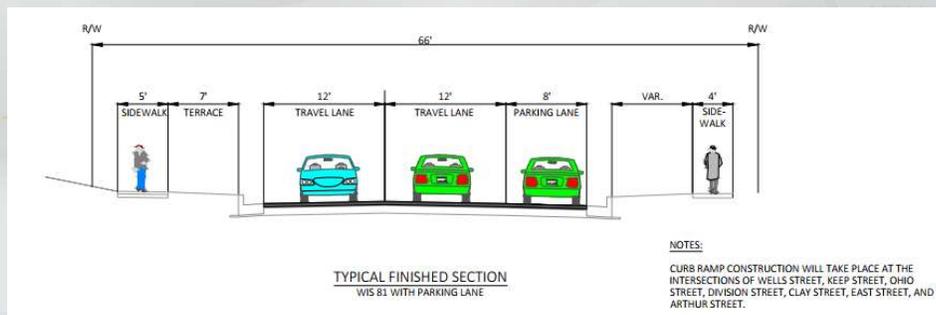
What are the proposed improvements?

The next collection of slides will explain the proposed improvements and show the typical sections of WIS 81.

Design Overview

Urban Typical Section – WIS 81

- Pavement
 - Milling – 4 inches
 - Paving – 4 inches
- Paving limits
 - Between Curbs
- Existing curb and gutter will remain

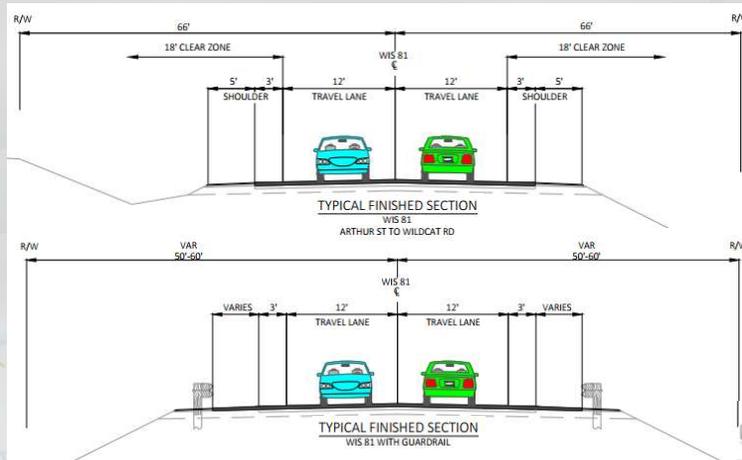


The typical sections for the project are broken into an urban typical section, shown on this slide, and two rural typical sections, shown on the next slide. The urban typical section is for the portion of WIS 81 located in the city of Darlington. As previously mentioned, the pavement will be milled to a depth of 4-inches and paved back with a depth of 4-inches. The limits for paving in the urban sections will be the existing curb and gutter, which will remain in place.

Design Overview

Rural Typical Sections – WIS 81

- Pavement
 - Milling – 4 inches
 - Paving – 4 inches
- New shoulder aggregate
- New centerline rumble strips
- Replace guardrail end terminals



The rural sections of WIS 81 are located outside the limits of the city of Darlington and are broken up into roadway with guardrail, and roadway without guardrail. In these sections the pavement will be milled to a depth of 4-inches and paved back with a depth of 4-inches. There will also be new shoulder aggregate and new centerline rumble strips. Additionally, substandard guardrail and guardrail end terminals will be replaced with safer end terminals called energy absorbing terminals.

Design Overview

Curb Ramps

- Locations

- Wells Street
- Keep Street
- Ohio Street
- Division Street
- Clay Street
- East Street
- Arthur Street



Next, I'll discuss the curb ramp improvements along the project. The locations of the curb ramps that are proposed to be improved to meet Americans with Disabilities Act (ADA) standards to maximum extent possible are at the following intersections; Wells Street, Keep Street, Ohio Street, Division Street, Clay Street, East Street, and Arthur Street. The curb ramp improvements will also consist of reconfiguring the intersection crosswalks at some locations.

Design Overview

Curb Ramps

- Wells Street
 - Improve the ramps to meet ADA standards
 - Reconfigure crosswalks



At the Wells Street intersection, the existing curb ramps will be updated to meet current Americans with Disabilities Act (ADA) standards. Some of the crosswalks will be reconfigured to cross the roadway in a safer location. The red lines show the crosswalk locations that will be relocated. The proposed curb ramp construction in the southwest quadrant of the intersection is located within the Main Street Historic District. The curb ramp improvements are anticipated to take place within the existing right of way and not adversely affect the historical property.

Design Overview

Curb Ramps

- Keep Street
 - Improve the ramps to meet ADA standards
 - New crosswalks on WIS 81



At the Keep Street intersection, the existing curb ramps will be updated to meet current Americans with Disabilities Act (ADA) standards. New crosswalks will be installed crossing WIS 81. The red lines show the proposed crosswalk locations.

Design Overview

Curb Ramps

- Ohio Street
 - Improve the ramps to meet ADA standards
 - Reconfigure crosswalks



At the Ohio Street intersection, the existing curb ramps will be updated to meet current Americans with Disabilities Act (ADA) standards. Some of the crosswalks will be reconfigured to cross the roadway in a safer location. The red lines show the crosswalk locations that will be relocated.

Design Overview

Curb Ramps

- Division Street
 - Improve the ramps to meet ADA standards
 - New crosswalk on WIS 81



At the Division Street intersection, the existing curb ramps will be updated to meet current Americans with Disabilities Act (ADA) standards. A new crosswalk will be installed crossing WIS 81 on the east side of the intersection. The red line shows the new proposed crosswalk location.

Design Overview

Curb Ramps

- Clay Street
 - Improve the ramps to meet ADA standards
 - Reconfigure crosswalks



At the Clay Street intersection, the existing curb ramps will be updated to meet current Americans with Disabilities Act (ADA) standards. The WIS 81 crosswalk on the west side of the intersection will be reconfigured to cross the roadway in a safer location. The red line shows the crosswalk location that will be relocated. The WIS 81 crosswalk on east side of the intersection will be removed as there is no receiving ADA compliant curb ramp and only a driveway.

Design Overview

Curb Ramps

- East Street
 - Improve the ramps to meet ADA standards



At the East Street intersection, the existing curb ramps will be updated to meet current Americans with Disabilities Act (ADA) standards. Curb ramp locations will be moved closer to the back of curb to minimize impacts and line up across from each other.

Design Overview

Curb Ramps

- Arthur Street
 - Improve the ramps to meet ADA standards



At the Arthur Street intersection, the existing curb ramps will be updated to meet current Americans with Disabilities Act (ADA) standards. This intersection has utilities and storm sewer structures to work around making the curb ramp improvements challenging.

Recent Activity

- 2019
 - Survey completed
- 2020 and beyond
 - Initial coordination letters sent to public
 - Soils testing completed
 - Completed a historical survey in the city of Darlington
 - Began drafting environmental report



What activities have been completed thus far for the project?

At the end of 2019, the survey for the project was completed.

In 2020, initial coordination letters were sent on January 30, 2020. Soils testing was completed in April 2020. A phase 1 historical survey was completed in the city of Darlington and the draft environmental report was started this spring for the project.

What is next?

- | | |
|-------------------------------|---------------|
| • Environmental Report Signed | November 2020 |
| • Right-of-Way Plat | May 2021 |
| • Real Estate Acquisition | May 2021 |
| • Final Plans | August 2025 |
| • Construction | Summer 2026 |



What is Next?

As mentioned, the work on the environmental report has begun and the report is anticipated to be signed this November. The right-of-way plat is anticipated to be done by May 2021 and the real estate acquisition will start once the right-of-way plat is complete. Right-of-way is needed at the curb ramp locations and near guardrail construction to blend the slopes, NOT the entire project. Most of the right-of-way needs include temporary limited easements with some spot locations requiring minimal permanent right-of-way. The plans for the project are currently scheduled to be finalized by August 2025 and construction is anticipated to begin the next summer, 2026 with possible advancement of one or two years.

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Thank you for your time

If you have any comments, questions, or concerns please send us an email, give us a call, or send us mail at **2101 Wright St, Madison, WI 53704**



Thank you for taking time to watch this presentation. If you have any comments, questions, or concerns about this project please send us an email, give us a call, or send us mail to the Wisconsin Department of Transportation Southwest Region Office in Madison. The list of people who are working on this project and their contact information will be displayed on the next slide. **Thank you for your time and have a great day.**

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